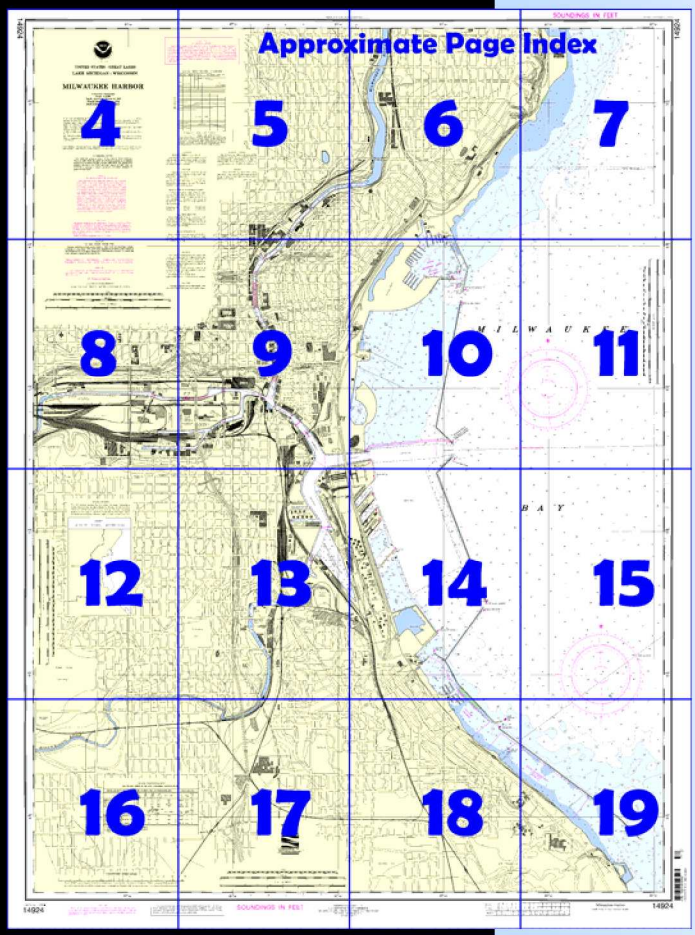
BookletChart™

Milwaukee Harbor

(NOAA Chart 14924)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

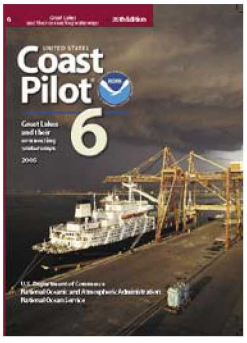
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 11 excerpts]

(692) Milwaukee Harbor, serving the city of Milwaukee, Wis., is one of the major ports on the Great Lakes. The harbor is at the mouth of the Milwaukee River, which flows into Milwaukee Bay, a broad indentation on the W side of Lake Michigan about 80 miles N of Chicago Harbor. The harbor comprises an outer harbor formed by breakwaters paralleling the shore and an inner harbor in Milwaukee River, Menomonee River, and Kinnickinnic River. The principal cargoes handled in the port are general cargo, steel products, coal, cement, and grain. Freighters and petroleum tankers ply the waters year round between this port and other ports on S Lake Michigan.

Prominent features

(693) Prominent are lighted television towers 4.5 miles N of the Milwaukee River mouth, the First Wisconsin Center 0.95 mile NNW of the river mouth, a stack 0.4 mile SW of the river mouth, the Allen-Bradley Co. clock and temperature towers 1 mile SW of the river mouth, and an apartment building close SW of the Coast Guard Base at the S end of the outer harbor.

(694) Milwaukee Breakwater Light (43°01.6'N., 87°52.9'W.), 61 feet above the water, is shown from a black lantern on a white square structure on the end of the breakwater on the N side of the main entrance channel; a fog signal is at the light.

Channels

(695) Milwaukee outer harbor is protected by a series of breakwaters which generally parallel the shore on either side of the mouth of Milwaukee River. The main entrance to the harbor is through a dredged channel which leads from deep water in Lake Michigan between the breakwaters across the outer harbor to the mouth of the river. The ends of the breakwaters at the main entrance are marked by lights. The breakwater gaps at the N and S ends of the outer harbor are marked by lights. A dredged anchorage basin extends S from the entrance channel between the breakwater and the deep-draft piers along the shore.

(696) The inner harbor is entered from the outer harbor through the piers at the mouth of the Milwaukee River. The outer ends of the piers are marked by lights. The Milwaukee River flows from the N and is joined by the Menomonee River from the W about 1 mile above the pierheads and by the Kinnickinnic River from the S at the inner end of the piers at the NW end of Jones Island. Channels have been dredged in the lower parts of the rivers, for about 1.2 miles in the Milwaukee River, 1.7 miles in the Menomonee River, and 1.2 miles in the Kinnickinnic River. The channels are narrow and tortuous and are not provided with turning basins. Several of the bridge openings are also narrow and their navigation difficult. Channels have also been dredged in the South Menomonee Canal and Burnham Canal, which branch S from the Menomonee River just above its mouth.

(699) In the outer harbor, the city of Milwaukee has dredged an 18-foot approach channel to the Municipal Passenger Pier N of the entrance channel. S of the entrance channel, the city has dredged the pier slips on the W side of the anchorage basin. South Slip No. 1 has been dredged to 26 feet and South Slip Nos. 2 and 3 have been dredged to 27 feet.

(700) Municipal Mooring Basin, also known as Kinnickinnic Basin, is on the SE side of the Kinnickinnic River about 0.6 mile above the mouth. The basin, used primarily for the winter moorage of vessels, has general depths of 25 to 30 feet with lesser depths along the edges.

(719) A speed limit of 4 mph (3.5 knots) is enforced in the harbor. (See 33 CFR 162.120, chapter 2, for regulations.) Local harbor regulations are enforced by the harbormaster. Copies of these regulations may be obtained from the Legislative Reference Bureau, Room 404, City Hall, 200 East Wells Street, Milwaukee, Wis. 53202.

(743) S of the outer harbor, a series of breakwaters parallels the SW shore of Milwaukee Bay for about 2 miles. The basin thus formed provides good anchorage for small-craft, and gasoline and diesel fuel are available at the yacht club at the N end. The basin may be entered from the S end of the outer harbor, marked by a light, or through a breakwater gap marked by a lighted buoy about 0.7 mile S of the outer harbor. The open S end of the basin and the small breakwater gap 0.45 mile NW should not be used without local knowledge.

(744) rThe municipal marina at the N end of the outer harbor provides transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, and launching ramps. A marina on the W side of the mouth of Kinnickinnic River provides gasoline, diesel fuel, sewage pump-out, and marine supplies. A 60-ton stiff-leg crane is available for complete hull and engine repairs. A repair yard on the E side of Kinnickinnic River 1.1 miles above the mouth has a 20-ton hoist and makes hull and small engine repairs. A detached crescent-shaped breakwater, marked at each end by a private daybeacon, is 300 feet N of the Municipal Passenger Pie.

Table of Selected Chart Notes

Ⓟ Pump-out facilities

Corrected through NM Feb. 09/08
Corrected through LNM Jan. 29/08

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Polyconic Projection
Scale 1:10,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Milwaukee, WI	KEC-60	162.400 MHz
Racine, WI	KZZ-76	162.450 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.053″ northward and 0.308″ westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

WARNING

The prudent mariner will not rely solely on any single aid to navigation particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAUTION

CHANGES IN BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region A. Significant changes are: black or green port hand buoys to red with an even number, red starboard buoys to green with an odd number; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard 14th District Local Notice to Mariners.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5 ft.
Referred to mean water level at Rimouski, Quebec. International Great Lakes Datum (1985).

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

MILWAUKEE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2008

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
ENTRANCE CHANNELS	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
ENTRANCE TO END OF BKW	32.2	32.0	32.1	32.1	8-08	800-300	0.23	30
BKW TO PIERHEAD LT	28.0	27.9	25.9	22.7	8-08	600	0.53	28
S. HARBOR AREA	27.7	27.7	27.1	25.5	8-08	2300	1.0	28
PIERHEAD LT TO PT AT 43°01'29"N 087°54'08"W	25.5	27.9	27.2	24.4	8-08	250-450	0.35	27

RIVER CHANNELS	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
KINNICKINNIC R: PT AT 43°01'29"N 087°54'11"W SOUTH TO FIRST RR BRIDGE	22.1A	26.1B	24.9C	6,8-08	400-180	0.8	27
MILWAUKEE R: PT AT 43°01'29"N 087°54'11"W NORTH TO FIRST RR BRIDGE	17.4	17.5	17.8	8-08	400-250	0.23	27
FIRST RR BRIDGE TO SECOND ST BRIDGE	12.1	17.8	12.4	8-08	250-100	0.53	21

A. SHOALING TO 21.8 FEET WITHIN THE LAST 100 FEET OF REACH
B. SHOALING TO 21.1 FEET WITHIN THE LAST 100 FEET OF REACH
C. SHOALING TO 21.1 FEET WITHIN THE LAST 100 FEET OF REACH

14924

87°56'

43°04'

43°03'

THE NATION'S CHARTMAKER SINCE 1807

COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - WISCONSIN

MILWAUKEE HARBOR

Polyconic Projection
Scale 1:10,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) .....577.5 ft.
Referred to mean water leve at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
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AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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Refer to charted regulation section numbers.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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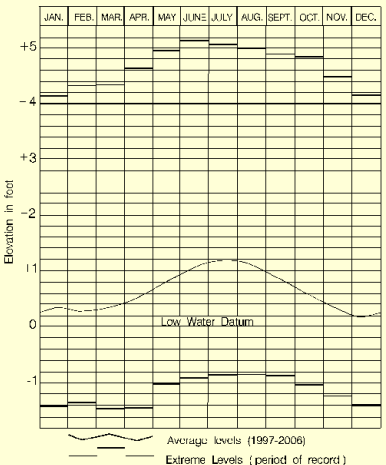
LAKE MICHIGAN - HURON



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CAUTION

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Racine, WI	KZZ-76	162.450 MHz

POLLUTION REPORTS

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the

Joins page 8

4

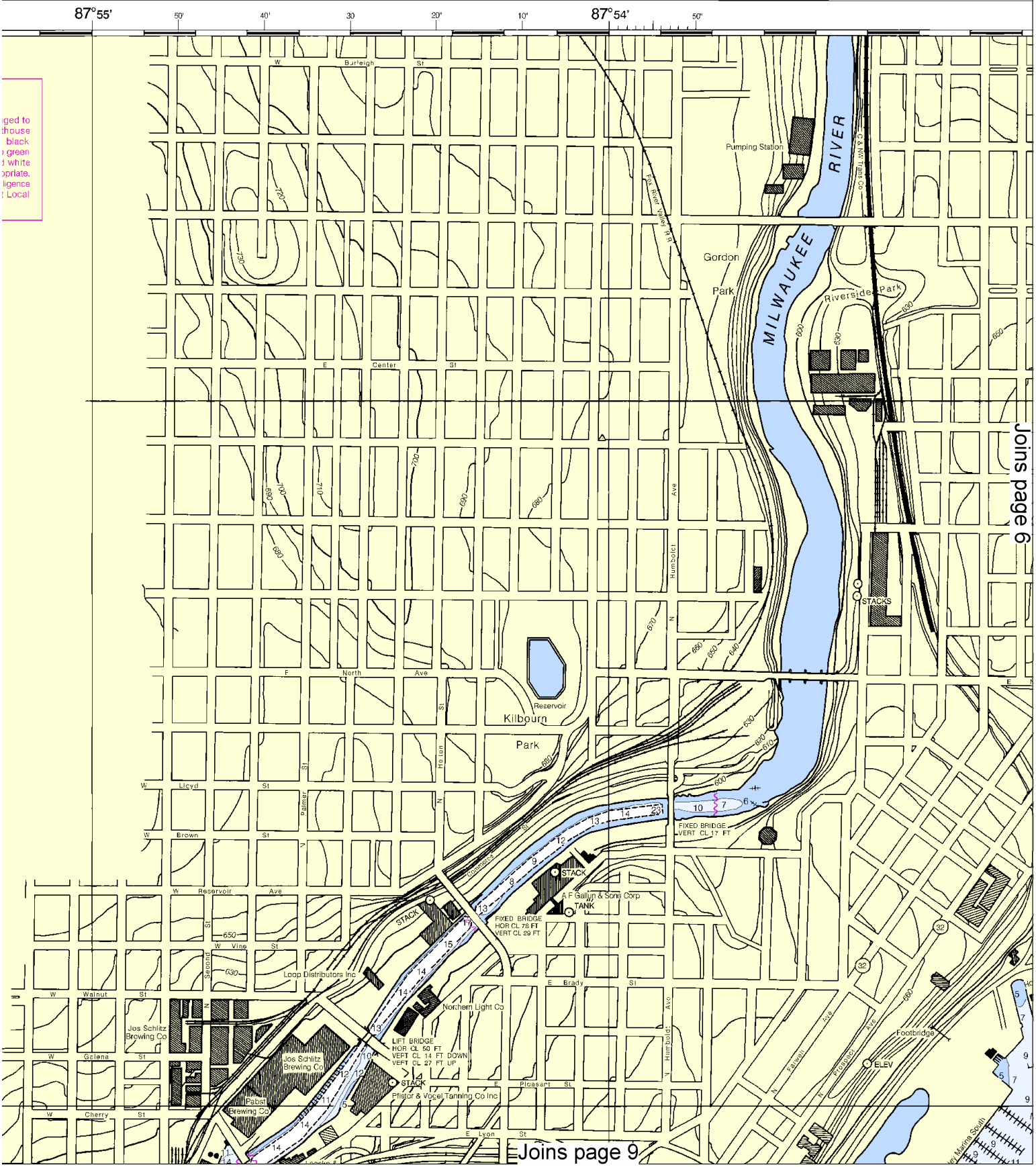
North

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

6

North

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

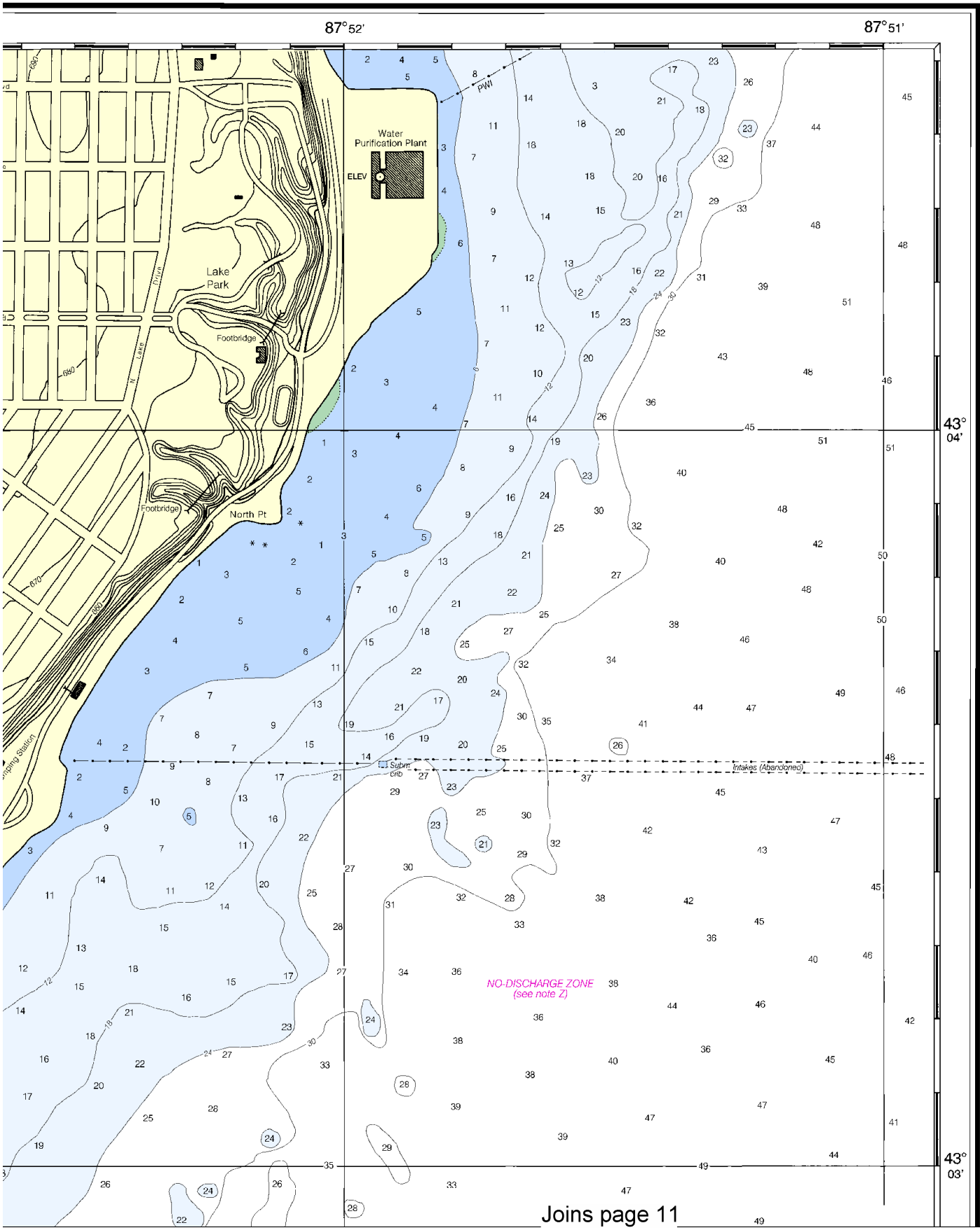
Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

SOUNDINGS IN FEET

14924



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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

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Detroit, MI
Refer to charted regulation section numbers.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Ⓟ Pump-out facilities

SUPPLEMENTAL INFORMATION

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Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

CAUTION

Improved channels shown by broken lines are suspect to shoaling, particularly at the edges.

FEET
100 0 500 1000 1500 2000 2500 3000 3500 4000 4500

METERS
100 50 0 500 1000 1500

STATUTE MILES
0 .1 .2 .3 .4 .5 .6 .7 .8 .9 1

43° 03'

43° 02'

50'

40'

30'

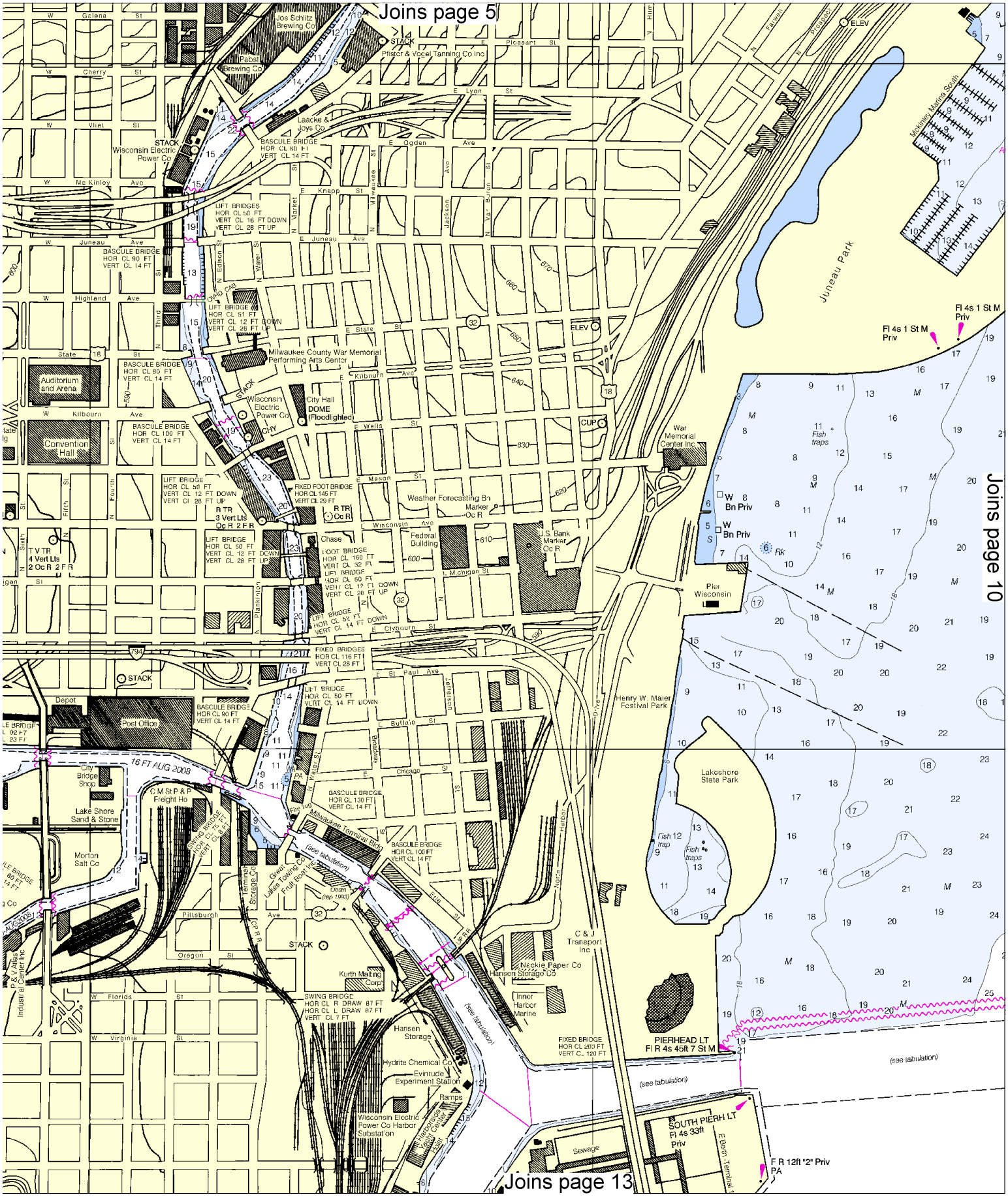
Hospital
Marquette University
Wisconsin Ave
Wells St
Clybourn St
W St Paul Ave
Soo Line R R
Schwerman Trucking Co
TOWER
FIXED BRIDGE HOR CL 65 FT VERT CL 10 FT
MENOMONEE RIVER
Great Lakes Coal & Dock Co
Hometown Inc
Electrical Sply
BASCULE BRIDGE HOR CL 120 FT VERT CL 35 FT REP
BASCULE BRIDGE HOR CL 75 FT VERT CL 12 FT
FIXED BRIDGES HOR CL 137 FT VERT CL 90 FT
12 FT AUG 2006
Wisconsin Electric Coal Yard
Universal Atlas Cement
Milwaukee Shipyards
Schneider Fuel & Supply Co
STACKS 3 Vert Lts Oc R 2 F R
Wisconsin Electric Power Co
Marquette Cement Mfg C
FIXED BRIDGES HOR CL 138 FT VERT CL 103 FT
So Menomonee Canal
Elevator
Cargill Inc
SWING BRIDGE HOR CL 65 FT VERT CL 8 FT
Huron Cement Div National Gypsum Co
Miller Compressing Co
Burnham Canal
FIXED BRIDGES HOR CL 75 FT VERT CL 91 FT
Mitchell Park
Valley Industrial Park
TANK
Mid-City Foundry Co
Penn Dixie Industries Inc
Bruce St
Pierce St
National Ave
Soo Line R R Yards

Joins page 12

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

North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Joins page 10
Joins page 13
Juneau Park
Milwaukee County War Memorial Performing Arts Center
Auditorium and Arena
Convention Hall
City Hall DOME (Floodlighted)
Wisconsin Electric Power Co
Jos Schlitz Brewing Co
Pabst Brewing Co
Pfister & Vogel Tanning Co Inc
Laacke & Joys Co
Weather Forecasting Bn Marker Oc R
Federal Building
U.S. Bank Marker Oc R
War Memorial Center Inc
Pier Wisconsin
Henry W. Maier Festival Park
Lakeshore State Park
Depot
Post Office
City Bridge Shop
Lake Shore Sand & Stone
Morton Salt Co
C M St P & P Freight Ho
Milwaukee Terminal Bldg
Kurth Malting Corp
Hansen Storage
Hydrite Chemical Co
Evinrude Experiment Station
Ramps
Wisconsin Electric Power Co Harbor Substation
Neckie Paper Co
Hanson Storage Co
C & J Transport Inc
Inner Harbor Marine
Sewage
PIERHEAD LT Fl R 4s 45ft 7 St M
SOUTH PIERH LT Fl 4s 33ft Priv
Fl 4s 1 St M Priv
F R 12ft "2" Priv PA
16 FT AUG 2008
(see tabulation)
Joins page 5
Joins page 10
Joins page 13

10

North

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

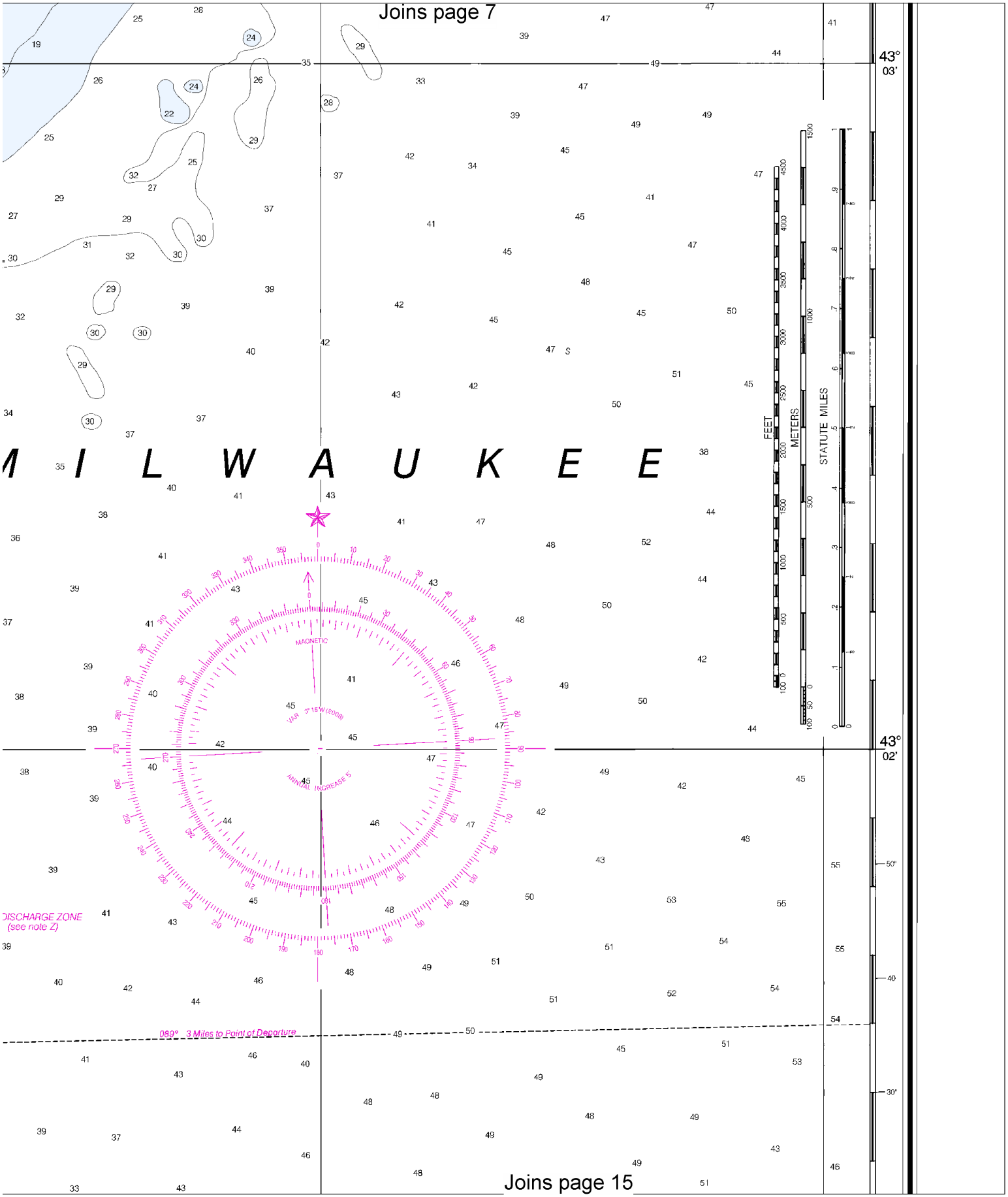
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

Joins page 7



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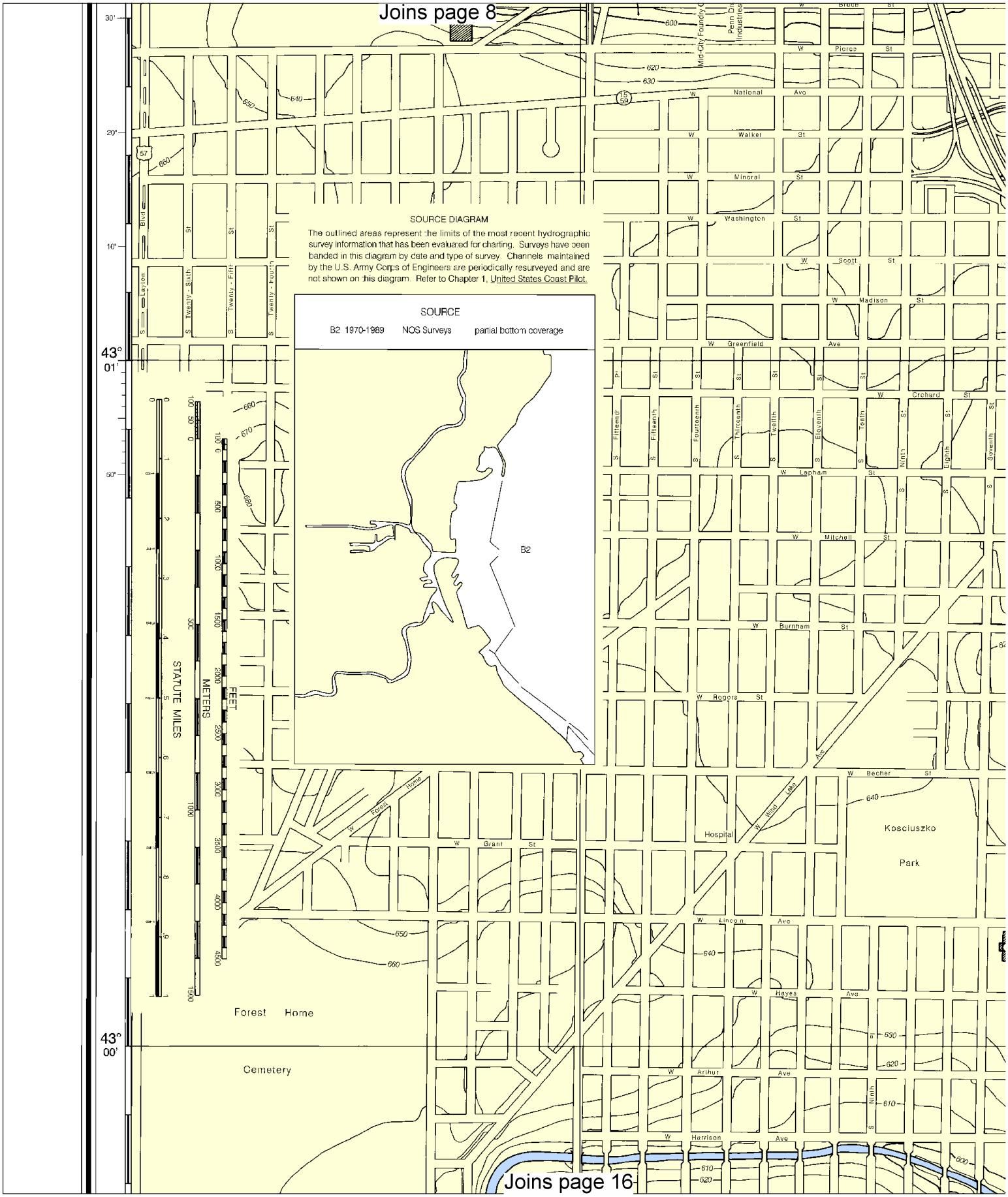


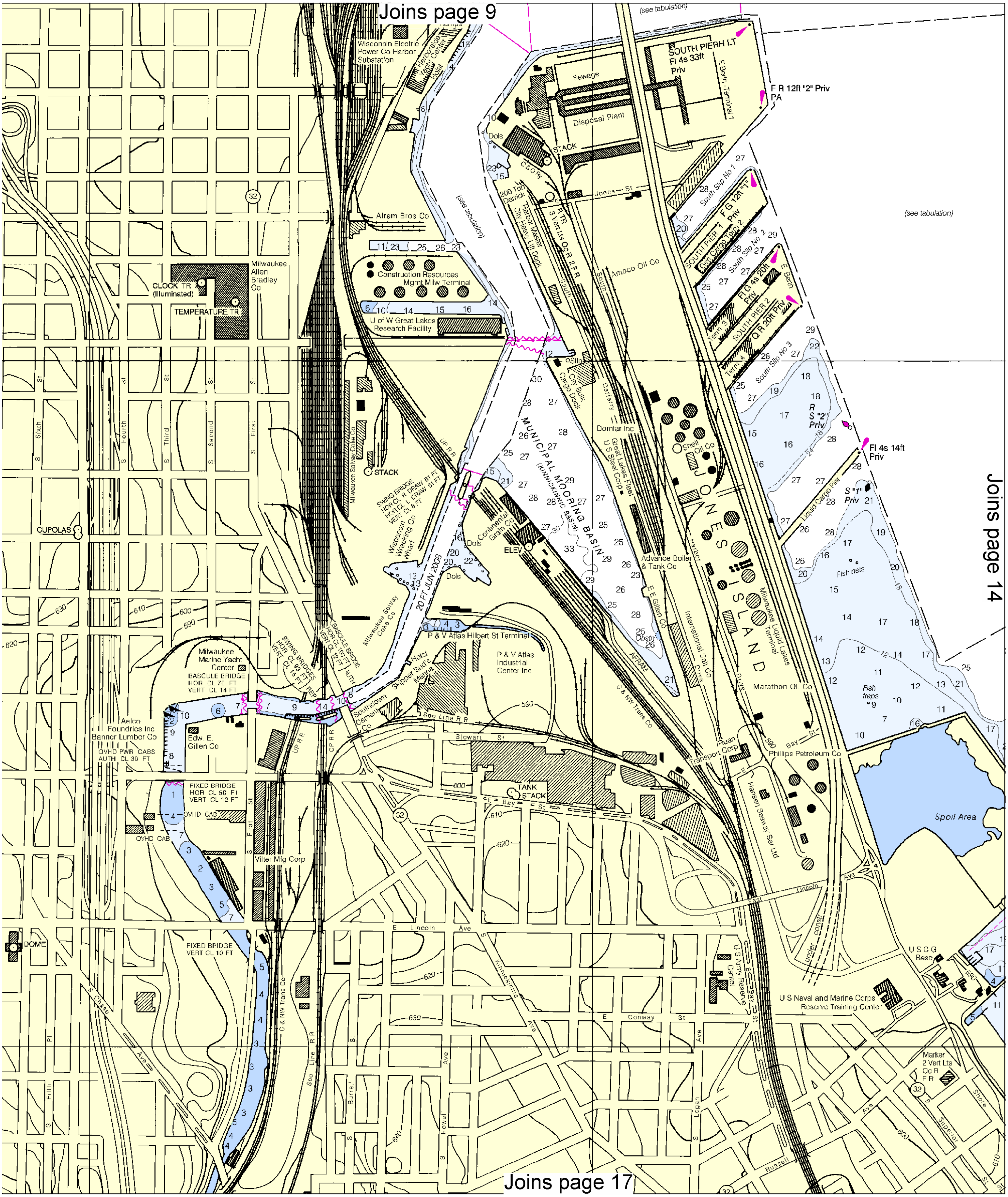
12

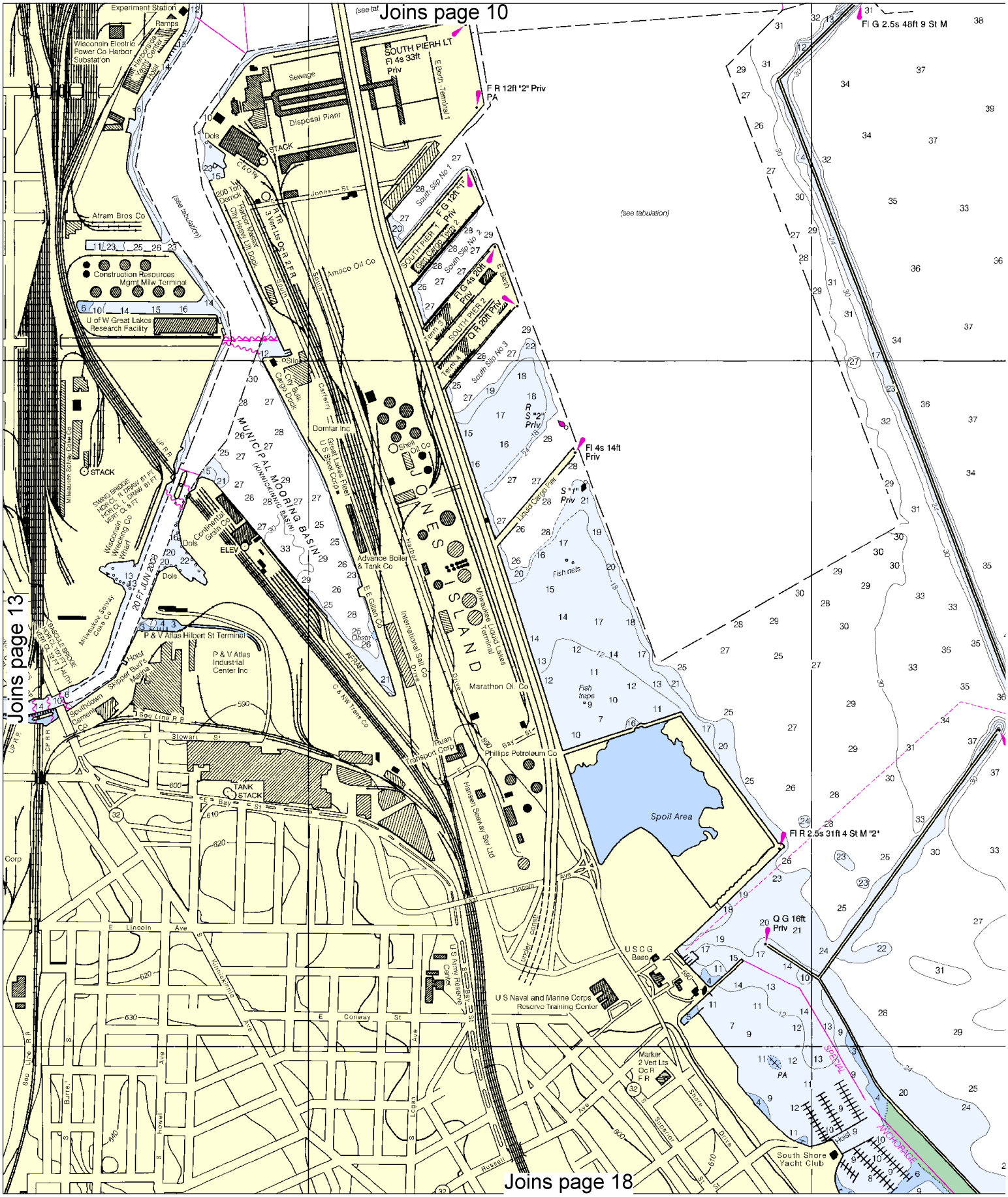
North

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles 0

Yards 200 0 200 400 600 800 1000 1200


Joins page 9
Joins page 14
Joins page 17
Wisconsin Electric Power Co Harbor Substation
SOUTH PIERH LT Fl 4s 33ft Priv
F R 12ft "2" Priv PA
Sewage Disposal Plant
E Berth - Terminal 1
STACK
Dols
C & O Fy
200 Ton Derrick
Harbor Master
City Heavy Lift Dock
R TR 3 Vert Lts Oc R 2 F R
Jones St
South Slip No 1
F G 12ft "1" Priv
SOUTH PIER 1
Gen Cargo Term 2
South Slip No 2
Fl G 4s 20ft Priv
E Berth
SOUTH PIER 2
Q R 20ft Priv
Term 3
Term 4
South Slip No 3
(see tabulation)
Amoco Oil Co
Afram Bros Co
Construction Resources Mgmt Milw Terminal
U of W Great Lakes Research Facility
Milwaukee Allen Bradley Co
CLOCK TR (Illuminated)
TEMPERATURE TR
City Bulk Cargo Dock
Silo
Carferry
Domtar Inc
Great Lakes Fleet
U S Steel Corp
Shell Oil Co
MUNICIPAL MOORING BASIN (KINNICKINNIC BASIN)
JONES ISLAND
R S "2" Priv
Fl 4s 14ft Priv
Liquid Cargo Pier
S "1" Priv
Fish nets
Milwaukee Solvay Coke Co
STACK
SWING BRIDGE HOR CL R DRAW 61 FT HOR CL L DRAW 61 FT VERT CL 8 FT
Wisconsin Wrecking Co Wharf
Continental Grain Co
ELEV
Advance Boiler & Tank Co
E E Gillen Co
International Salt Co
Milwaukee Liquid Lakes Terminal
Marathon Oil Co
20 FT JUN 2008
P & V Atlas Hilbert St Terminal
P & V Atlas Industrial Center Inc
Milwaukee Marine Yacht Center
BASCULE BRIDGE HOR CL 70 FT VERT CL 14 FT
SWING BRIDGES HOR CL 93 FT VERT CL 15 FT
BASCULE BRIDGE HOR CL 110 FT VERT CL 12 FT AUTH
Skipper Bud's Marina
Hoist
Southdown Cement Co
Soo Line R R
Stewart St
Aelco Foundries Inc
Banner Lumber Co
Edw. E. Gillen Co
OVHD PWR CABS AUTH CL 30 FT
FIXED BRIDGE HOR CL 50 FT VERT CL 12 FT
OVHD CAB
Vilter Mfg Corp
TANK STACK
Bay St
Ruan Transport Corp
Phillips Petroleum Co
Hansen Seaway Ser Ltd
Fish traps
Spoil Area
Obstn
AFRAM
C & NW Trans Co
UP R R
CP R R
CUPOLAS
DOME
FIXED BRIDGE VERT CL 10 FT
E Lincoln Ave
Kinnickinnic Ave
E Conway St
U S Army Reserve Center
U S Naval and Marine Corps Reserve Training Center
U S C G Base
Marker 2 Vert Lts Oc R F R
S Chase Ave
Soo Line R R
S Burrell St
S Howell Ave
S Logan Ave
S Bay St
E Russell
S Superior St
Shore
S Sixth St
S Fourth St
S Third St
S Second St
S First St
S Fifth Pl
Under const
Lincoln Ave



North

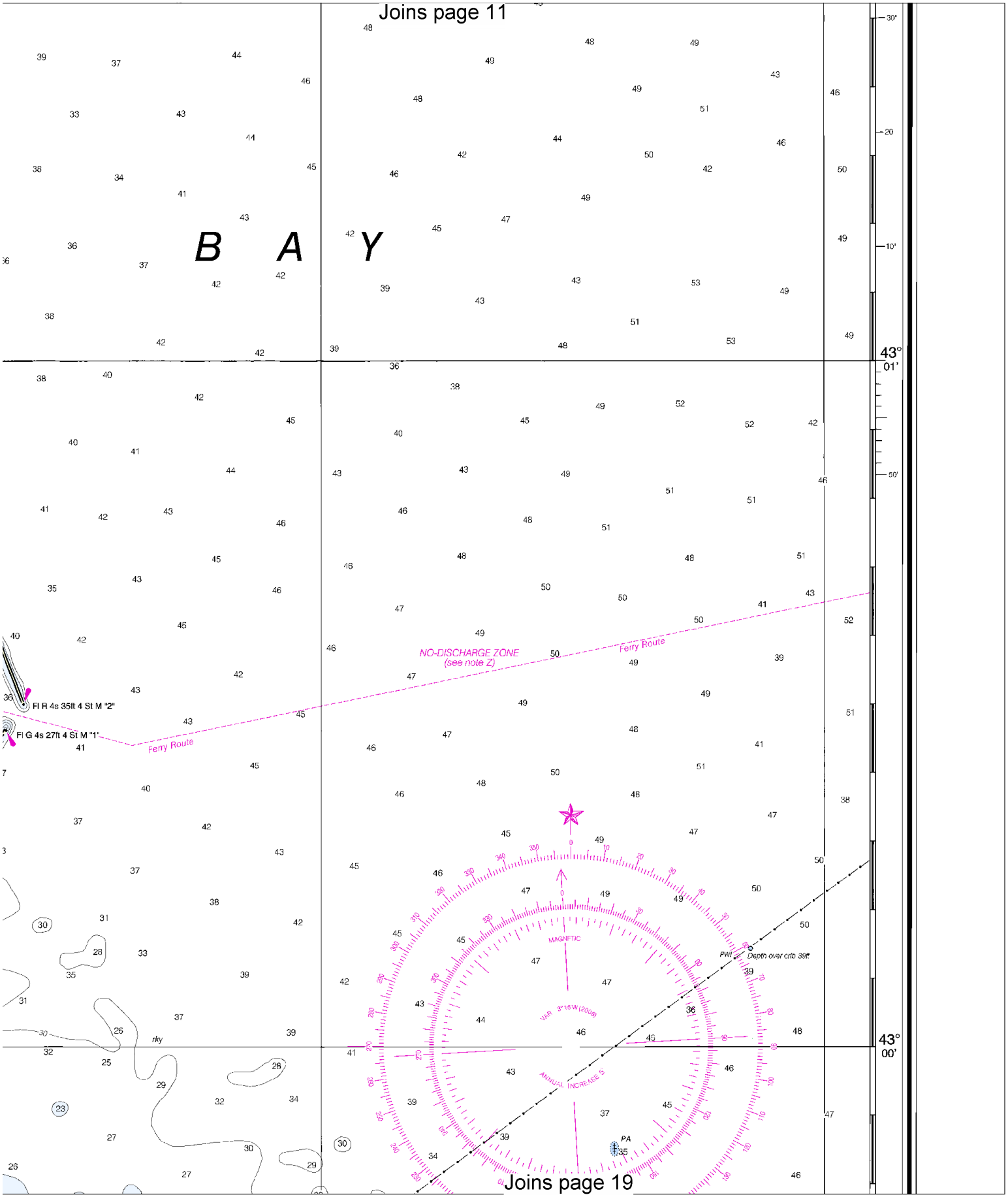
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

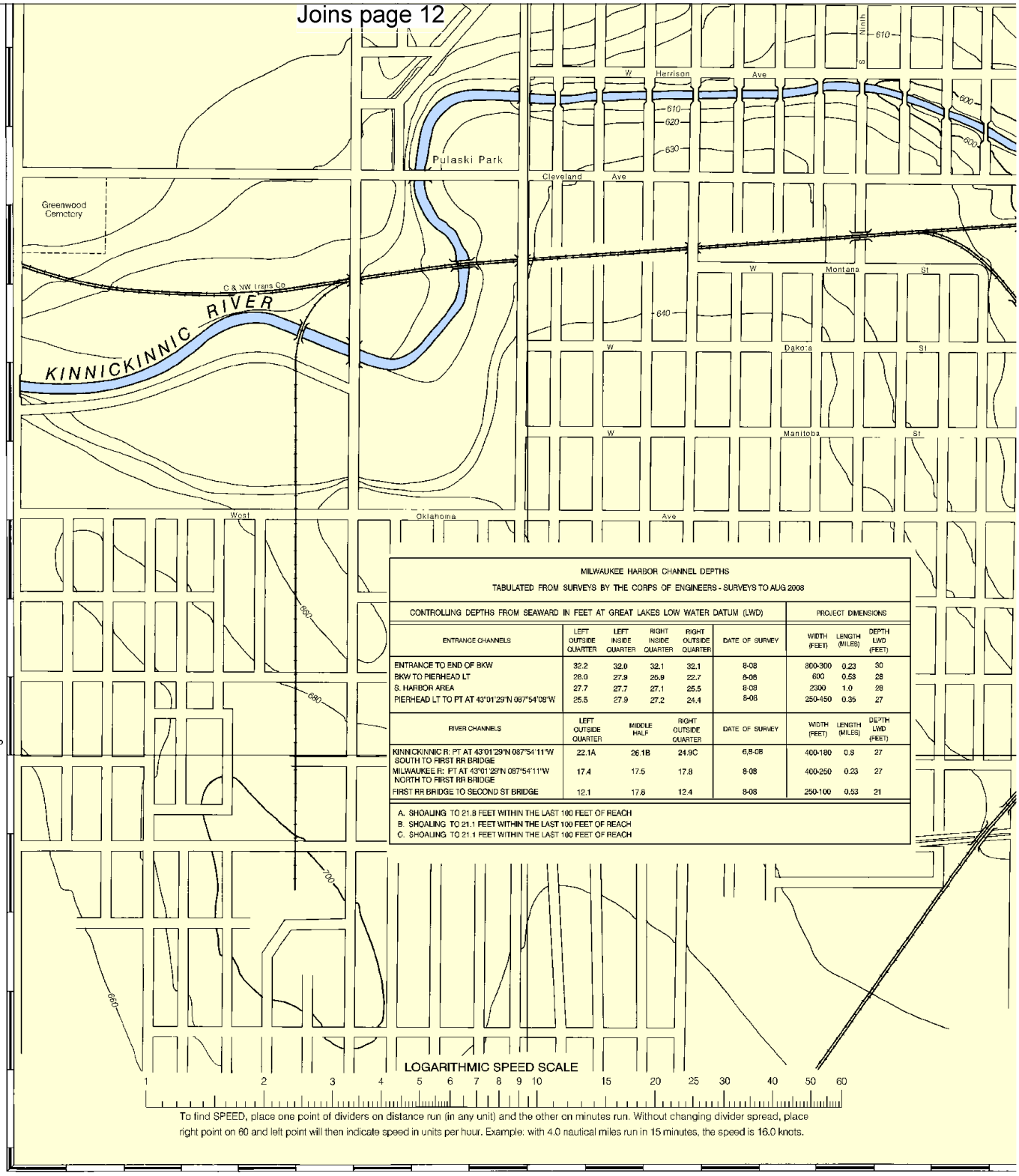
0

Yards

200 0 200 400 600 800 1000 1200


Joins page 11
B A Y
NO-DISCHARGE ZONE
(see note Z)
Ferry Route
Ferry Route
Fl R 4s 35ft 4 St M "2"
Fl G 4s 27ft 4 St M "1"
MAGNETIC
VAR 8° 15 W (2009)
ANNUAL INCREASE 6'
PWI
Depth over crib 39ft
PA
43° 01'
43° 00'
Joins page 19

Joins page 12



MILWAUKEE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2008

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
ENTRANCE CHANNELS	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
ENTRANCE TO END OF BKW	32.2	32.0	32.1	32.1	8-08	800-300	0.23	30
BKW TO PIERHEAD LT	28.0	27.9	25.9	22.7	8-08	600	0.53	28
S. HARBOR AREA	27.7	27.7	27.1	25.5	8-08	2300	1.0	28
PIERHEAD LT TO PT AT 43°01'29"N 087°54'08"W	25.5	27.9	27.2	24.4	8-08	250-450	0.35	27

RIVER CHANNELS	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH LWD (FEET)
KINNICKINNIC R: PT AT 43°01'29"N 087°54'11"W SOUTH TO FIRST RR BRIDGE	22.1A	26.1B	24.9C	6,8-08	400-180	0.8	27
MILWAUKEE R: PT AT 43°01'29"N 087°54'11"W NORTH TO FIRST RR BRIDGE	17.4	17.5	17.8	8-08	400-250	0.23	27
FIRST RR BRIDGE TO SECOND ST BRIDGE	12.1	17.8	12.4	8-08	250-100	0.53	21

A. SHOALING TO 21.8 FEET WITHIN THE LAST 100 FEET OF REACH
B. SHOALING TO 21.1 FEET WITHIN THE LAST 100 FEET OF REACH
C. SHOALING TO 21.1 FEET WITHIN THE LAST 100 FEET OF REACH

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

28th Ed., Feb./08 ■ Corrected through NM Feb. 09/08
Corrected through LNM Jan. 29/08

14924

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

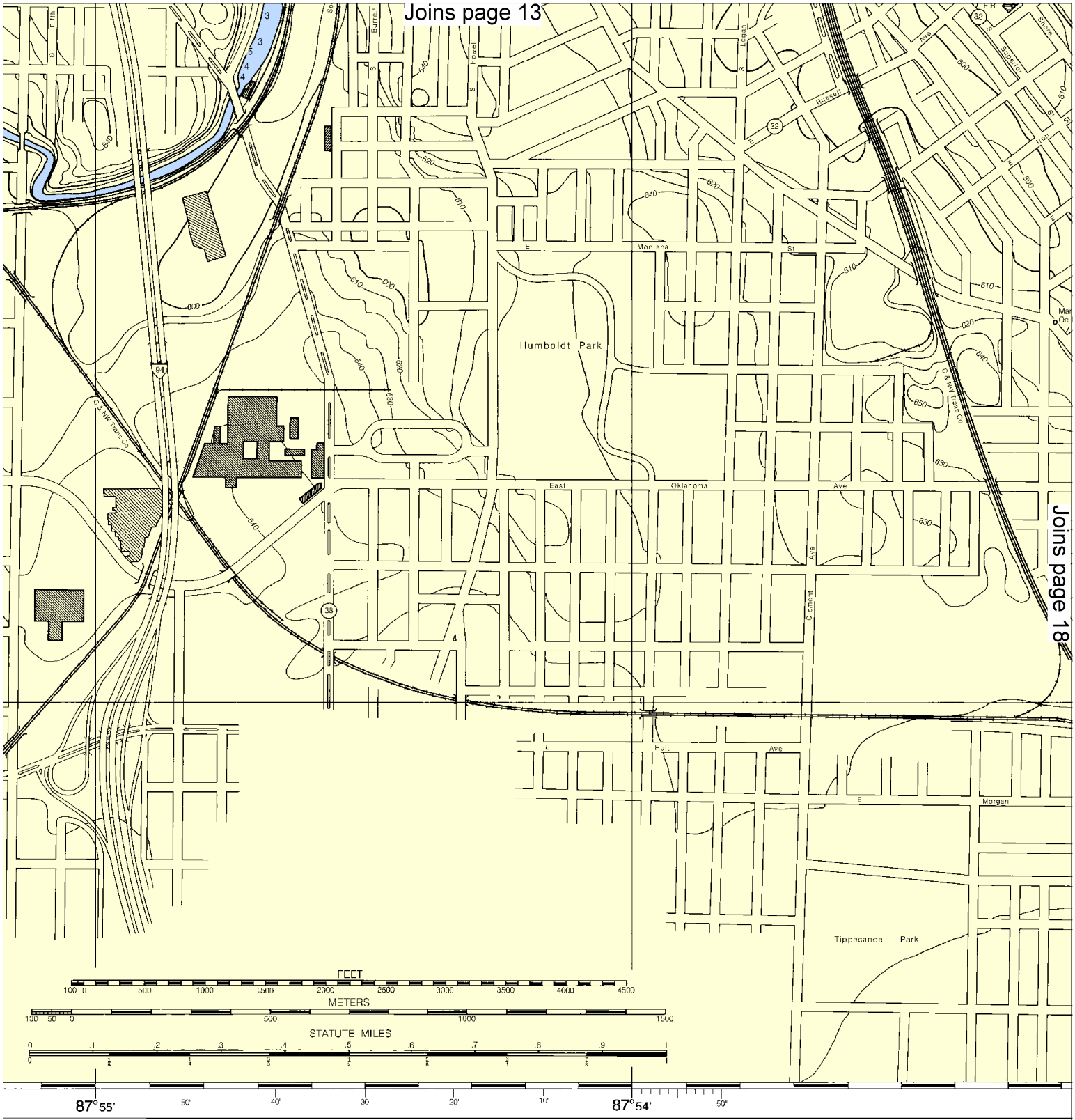
This nautical chart has been designed to promote safe navigation. T
Ocean Service encourages users to submit corrections, additions, or co
improving this chart to the Chief, Marine Chart Division (N/CS2), Nati
Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0

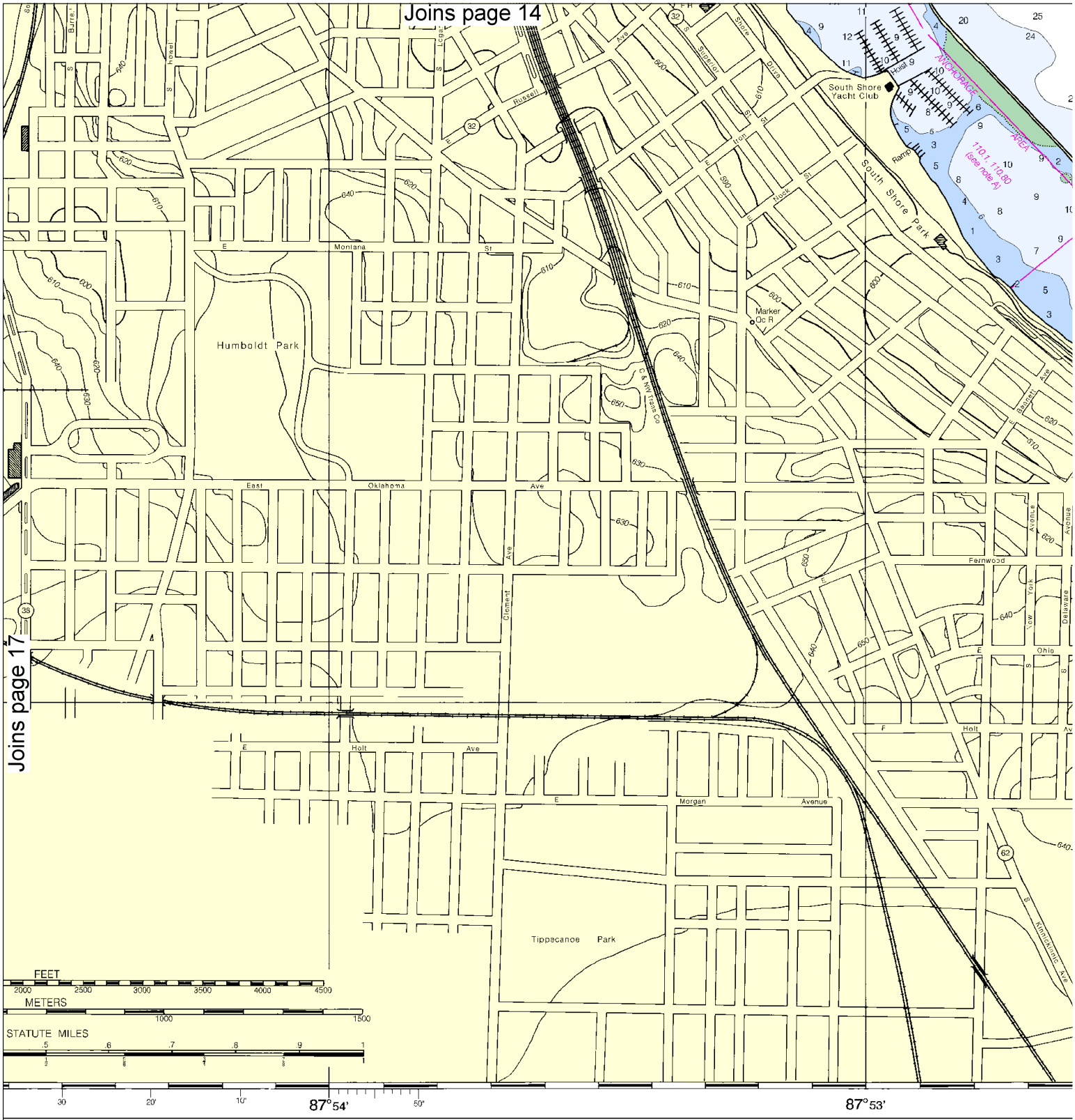
Yards
200 0 200 400 600 800 1000 1200



SOUNDINGS IN FEET

. The National
comments for
ationa Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



S IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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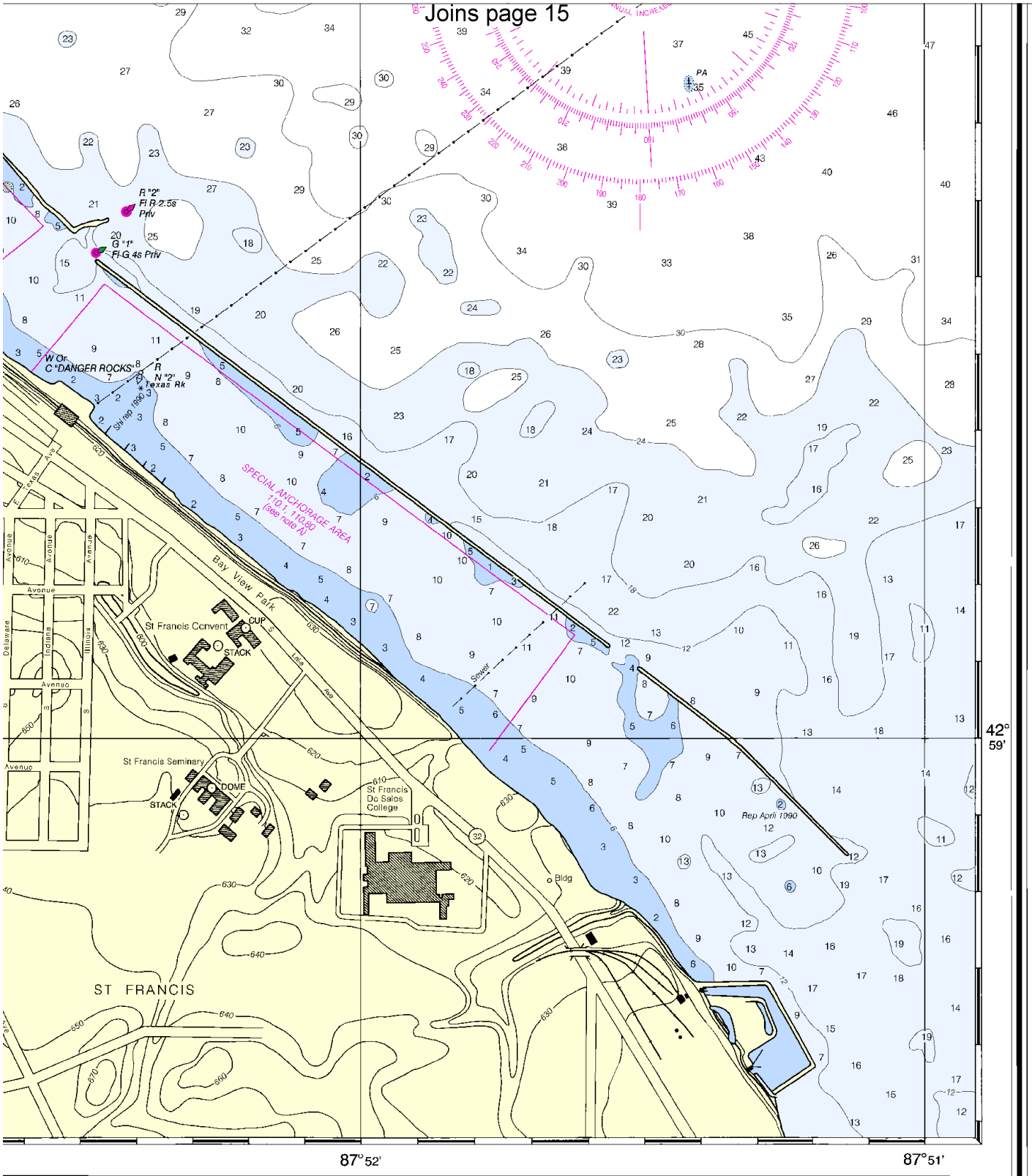
North

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

Joins page 15



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Milwaukee Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

14924

ED NO 28
NSN 7642014010689
NGA REFERENCE NO. 14XHA14924

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard S & R (Milwaukee) – 414-747-7182

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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